

South Terrace Bridges improve access and safety

On September 18, 2000, Pentagon employees and visitors breathed a collective sigh of relief with the opening of Rotary Road in its final configuration, running underneath the two new pedestrian bridges along the Pentagon's South Terrace between the Pentagon and South Parking.

"The project required frequent lane change configurations, entrance closures and pedestrian detours," said Lou Couture, the South Terrace Project Manager for the Pentagon Renovation Program. "Pentagon personnel have been very patient throughout the entire construction process."

The South Terrace project includes two pedestrian bridges over Rotary Road, the renovation of the South Loading Dock, and new entrances to the second floor of the Pentagon at Corridors 2 and 3. The Corridor 2 Bridge opened in August of 1999. The east side of the loading dock was completed on January 5, 2000, and the Corridor 3 bridge was completed in early February 2001. "We now can see the vision of the designers and constructors realized," said Couture.

That "vision" was closely coordinated with the National Capital Planning Commission and other historical review agencies to ensure the integrity of the Pentagon's historical features was maintained. "The design of the structure as well as the materials used help to integrate the new bridges with the existing Pentagon facade," said Couture. In fact, the limestone that lines much of the bridge project was obtained from the same Indiana quarry that provided the Pentagon its



Workers smooth out a concrete sidewalk along a new "kiss-and-drop" area near the South Terrace Pedestrian Bridge at Corridor 2.

skin more than 58 years ago. "Our goal was to match the color and texture of the existing limestone so that the project looks like it's always been here," said Couture.

The attention to detail appears to have caught the eye of the design and construction industry. In January 2001, the Construction Management Association of America recognized the project as the "Project of the Year." "The recognition the project is receiving is a testament to the dedicated efforts of the entire South Terrace project team," said Couture.

The Pentagon Renovation Program, the Pentagon Building Management Office, the Defense Protective Service and other building representatives worked together from day one to ensure the success of the project. "Coordination was the key," said Couture. "It was critical to have all the stakeholders around the table often to identify issues of concern and solve problems before they impacted cost and schedule."

The main purpose of the South Terrace project is to ease traffic congestion along Rotary Road and to provide separation of vehicular traffic and pedestrians accessing the building.

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South Terrace Project Manager, Lou Couture (left), and project engineer, John Woodson, inspect construction activity along the new bus stops between the Corridor 2 and 3 pedestrian bridges.

"It's always safer when you separate vehicles and pedestrians," said John Jester, Chief, Defense Protective Service. According to Jester, the project may also reduce the burden on his staff to maintain traffic flow along Rotary Road. "When both bridges become fully accessible, the need to have officers directing traffic may decrease," he said. "The smoother flow of traffic we expect when personnel use both bridges should also decrease congestion along Rotary Road during the morning and evening rush hours and that translates to fewer accidents," Jester added.

Both bridges contain two elevators and three stairways that allow pedestrians to cross safely over Rotary Road and either enter the building on the second floor or descend to the DoD bus stops along Rotary Road or to South Parking. Now that Rotary Road runs beneath both bridges, 100 regular and 24 handicap parking spaces in South Parking have been restored.

While the Corridor 3 bridge is now complete, the bridge will not open until the completion of Wedge 1 in the fall of 2001.



The South Terrace Pedestrian Bridges project was recognized recently as the "Outstanding Project of the Year" by the Construction Management Association of America, National Capital Chapter. The South Terrace project was designed by the firm of Hayes, Seay, Mattern & Mattern of Roanoke, Va., and was constructed by the William F. Walsh Construction Company of Rothgeb, Md.



View of the new South Terrace Pedestrian Bridges at Corridors 2 and 3. The bridges provide safe access to the Pentagon by separating vehicular traffic and pedestrians. New DoD bus shelters line the wall between the bridges. The bridge at Corridor 3 will open this fall to coincide with the completion of Wedge 1.